
From: Bausch, Carl (FTA)
To: Zelasko, Elizabeth (FTA)
Sent: 4/14/2010 5:44:14 AM
Subject: RE: FTA Honolulu Next Steps

I am not proposing to drop FAA as a cooperating agency, Liz. We can contribute no more to the airport layout plan than we have already. The city's alternative alignment cuts across the newly established (without benefit of any environmental process) runway protection zone, but not so much so that FAA is concerned about it. The alternative alignment would no longer force operational changes at the airport itself. Yes, the FAA has to consider effects of the alignment on its property to the extent that those effects have not already been considered, but that's a matter for FAA, one for which we are not really equipped to provide assistance. I was searching for a way in which to meet the city's timeframe of need and relieve the Administrator of more months of badgering—in this type of situation I don't believe we necessarily have to accept what someone else proposes without attempting to advance our own cause. The option that I proposed may not be convenient for FAA, but I don't think it is out of bounds. The call belongs to the region, however, and I advised Susan not to take the call away from the region. In my estimation, FAA's proposal will add much more than 30 days to what we were contemplating. In that case, it is incumbent on the region to advise the Administrator about prospects at the earliest opportunity. Carl

From: Zelasko, Elizabeth (FTA)
Sent: Wednesday, April 14, 2010 10:35 AM
To: Bausch, Carl (FTA)
Subject: RE: FTA Honolulu Next Steps

I thought the proposed rail alignment still crosses the runway protection zone and enters airport property that would still require changes to the airport layout plan by HDOT and approved by FAA? If they need some form of environmental documentation for that assessment/approval what benefit to the City would there be by dropping FAA as cooperating agency and forcing FAA to do their own environmental document? How would it look for FTA to drop HDOT and FAA as cooperating agencies to the process especially when we so recently invited FAA to be a cooperating agency? I thought that FTA does not like to move forward with Final EISs or RODs when there are potentially significant unresolved issues.

I understand to a degree the demands of the schedule and proposing to drop FAA as a cooperating agency is something that you could present as an option to Region 9.

From: Bausch, Carl (FTA)
Sent: Wednesday, April 14, 2010 7:52 AM
To: Zelasko, Elizabeth (FTA)
Subject: FW: FTA Honolulu Next Steps

Liz –

Seeking to accommodate FAA's needs in the context of FTA's process/document may mean that a record of decision realistically could not be executed until sometime in late summer; perhaps later. In fact, FAA's "proposed action" is quite independent of the City's proposal; FAA is simply trying to take advantage of our process. But FAA does not have to satisfy environmental requirements in the context of our process and document in order to take advantage of what has been developed thus far. We could issue the environmental impact statement for the transit way and proceed on to execute the record of decision within the timeframe we've been discussing. Meanwhile, FAA could be preparing its write-up for the new plan. At some point after FTA's record of decision is executed, FAA could adopt our impact statement as a draft, as provided in 40 C.F.R. § 1506.3(b), and proceed to complete the impact statement process for its plan. Of course, one might question what FAA would gain by adopting our document which now would have virtually nothing to do with the airport plan. A little less convenient for FAA? Perhaps, but it's the best we can

hope for in the circumstances. What do you think? Carl

From: Sukys, Raymond (FTA)

Sent: Tuesday, April 13, 2010 5:46 PM

To: Zelasko, Elizabeth (FTA); Marler, Renee (FTA); Rogers, Leslie (FTA); Borinsky, Susan (FTA); Matley, Ted (FTA); Zusman, Nancy-Ellen (FTA); VanWyk, Christopher (FTA); Bausch, Carl (FTA); Carranza, Edward (FTA)

Cc: Luu, Catherine (FTA)

Subject: RE: FTA Honolulu Next Steps

Ted and I spoke to Pete Ciesla of the FAA today and here are the FAA expectations for getting to a ROD:

- HDOT submits an updated ALP. FAA review of this will take 30 to 60 days. This review can happen concurrently with the review of an administrative or preliminary FEIS.
- FAA sends a conditional approval letter (probable time – 40 days) of the ALP to HDOT and the condition would be the completion of NEPA with FAA's ROD.
- HDOT requests an airspace review via form 7460 which can happen concurrently with the ALP review.
- FAA expects to review the administrative FEIS and will need 30 days.
- FAA expects HDOT to review and comment on the administrative FEIS. Like FAA, HDOT is a cooperating agency.
- FAA expects that the FEIS will contain the information that was submitted in Ben Deleon's memo. Also, FAA wants to have their 19 usual impact areas reviewed in the FEIS.
- I expect that there will be a substantial amount of comments from the FAA on the documents that we have just received which will require the City's resubmission of a new document.
- After publication of a NOA and a 30 day availability period, FAA will wait for FTA's ROD before FAA issues it's ROD.

Does anyone have a sample memo for FTA's decision on whether supplementation is required?

Thank you,

Ray

From: Zelasko, Elizabeth (FTA)

Sent: Friday, April 09, 2010 12:53 PM

To: Marler, Renee (FTA); Rogers, Leslie (FTA); Borinsky, Susan (FTA); Matley, Ted (FTA); Zusman, Nancy-Ellen (FTA); VanWyk, Christopher (FTA); Bausch, Carl (FTA); Sukys, Raymond (FTA); Carranza, Edward (FTA)

Subject: FTA Honolulu Next Steps

Revised from today's meeting. Let me know if there is something that should be revised or added.

Liz

Action	Individual Responsible	Deadline
Acquire new alignment map for Attachment 1 of the PA showing the revised area of potential effect. Determined that this was not	Ted Matley	Monday, April 12, 2010

appropriate at this time. First will distribute the PA using the current Attachment 1.		
<p>Prepare cover letter, finalize the Programmatic Agreement for signature, FTA sign and circulate to ACHP, SHPD, and the City for signature.</p> <ul style="list-style-type: none"> The cover letter should acknowledge the alignment shift, describe what is known so far about the properties now included in the APE, and that FTA intends to go through the process outlined in the PA in handling the alignment tweak. Final PA needs to incorporate edits suggested by the City of Honolulu and by the ACHP. Latest version of the PA is still the file that Liz Zelasko sent out on Wednesday, April 7th. 	Ted Matley	Wednesday, April 14, 2010 Friday, April 16, 2010
<p>Receive PA signed by all signatories</p> <ul style="list-style-type: none"> Once the materials are distributed to the signatories, Carl Bausch will follow up with Charlene Vaughn at the ACHP to encourage their review to go faster. 	Ted Matley	Friday, April 30, 2010
<p>Prepare letter to consulting parties and SHPD from FTA with the Area of Potential Effect.</p> <ul style="list-style-type: none"> Letter is prepared from consultant. Need to review and send comments back. Want to follow PA process. 	Ted Matley/Liz Zelasko	Wednesday, April 14, 2010 Monday, April 19, 2010
<p>Prepare and sign TCC/TRO-9 memo to file documenting considerations for whether a supplemental environmental document is warranted for alignment shift. Memo needs to describe timeline of receipt of information from the City. Reference anticipated FAA letter.</p>	<p>Renee Marler/TCC</p> <p>Carl Bausch, Ray Sukys, Liz Zelasko and Ted Matley and reviewed by TCC.</p> <p>Leslie Rogers will sign the memo to the file.</p>	<p>ASAP</p> <p>Friday, April 16, 2010</p>
<p>In anticipation that City is sending a revised admin FEIS before FTA has made the determination on whether or not to supplement the draft EIS, prepare a letter acknowledging receipt and explaining that FTA is still reviewing the information that the City submitted during the week of April 6th.</p>	Carl Bausch	Soon after receipt of admin FEIS

Notify the City and County of Honolulu Parks and Recreation Department that a de minimis impact concurrence letter is required for Ualena alignment's use of the Ke'ehi Lagoon Beach Park. [Does FTA need to prepare a letter or email for this?] Discussed with Chris, alignment may be de minimis impact since the project would use less of the park property.	Liz Zelasko works with Chris	Monday, April 19, 2010
Notify administrator on status of environmental review and completion of NEPA schedule	Leslie Rogers	Monday, April 19, 2010
Environmental Document Preparation Next Steps		
Revise front materials of the environmental document and include sentences describing the alignment shift and inviting comment on the shift.		
Review Section 4(f) Section for Resolution of Chris VanWyk's concerns.	Liz Zelasko/Megan Blum/Region 9	
Review document for proper incorporation of revised alignment into impact analyses.	Region 9/ Liz Zelasko	
Legal sufficiency review	Renee Marler	Renee will start review with previously submitted comments and responses on the Draft EIS on Monday, April 19 th .
Review comments and responses. Renee to send out list of comment letters.	Region 9/TCC/TPE	
Prepare cover letter for circulation of environmental document.	Ted Matley	
Confirm LPA		

Elizabeth Zelasko

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